

# Station Performance Standards Workshops



January 20, 2009  
2:30 – 4:00 p.m. and 6:30 – 8:00 p.m.  
Hyatt Regency Mission Bay  
San Diego, CA 92109

# Workshop Agenda

- Current Gold Shield Standards
- Proposed Revisions to Current Standards
- Proposed New Standard for Gold Shield and Test-Only Stations
- Station and Technician Achievement Rating
- Implementation Timeline
- BAR Contact Information
- Open Discussion

# Current Gold Shield Standards

- Performance Standards Based on Smog Check Data
  - **Comparative Failure Rate**

The station's vehicle failure rate for non-directed vehicles must meet or exceed the failure rate of Test-Only stations located in the same program area (Enhanced or Basic)
  - **Successful Emission Repairs**

The station must perform at least 10 tailpipe emissions repairs per quarter; only 7 per quarter for stations in Basic Areas
  - **Repair Performance**

The quality of a station's repairs must rank in the top 75% of all Test and Repair stations located in the same program area (Enhanced or Basic)

# Current Gold Shield Standards

- Enforcement-Related Standards
  - No citations – past year
  - No administrative actions – past 3 years
  - Not convicted of a crime – past 3 years
  - Not liable in a civil suit – past 3 years
  - Quality Assurance inspections – the station and its technicians must pass quarterly on-site reviews

# Proposed Revisions to Current Standards Comparative Failure Rate (CFR)

- Calculation will no longer be based on program area.
- For **initial** Gold Shield certification, the comparison will be more vehicle-specific, based on attributes of new cutpoints:
  - Test Type
  - Model Year
  - Emissions Standards Category
  - Odometer Group
- To **retain** Gold Shield certification, calculation will compare failure rates of directed vehicles.

# Proposed Revisions to Current Standards Successful Emission Repairs

- Station must still perform a minimum of ten successful emission failure repairs within the most recent calendar quarter.
- At least seven of the successful repairs must be for tailpipe emissions.
  - This will allow up to three repairs for OBD or LPFET to be counted.

# Proposed Revisions to Current Standards Repair Performance

- Will continue to compare actual repairs to “average passing emissions” for like vehicles.
- “Average passing emissions” calculation will be more vehicle-specific based on new cutpoints:
  - Test Type
  - Model Year
  - Emissions Standards Category
  - Odometer Group

This will make the evaluation of repair performance more relevant to the actual vehicles being repaired.

- BAR will be posting “average passing emissions” values from previous quarter by mid-2009.

# Proposed New Standard for Gold Shield and Test-Only Stations

- BAR's VID can identify consistently performed inspections including:
  - ASM tests when required
  - ASM tests in proper gear
  - OBD tests
  - Fuel Cap tests
  - LPFET tests
  - Ignition Timing functional tests
- The new standard will require station test results to be consistent with testing statewide. To do this, BAR will monitor Smog Check data for certain test deviations.



# Definitions of Various Test Deviations

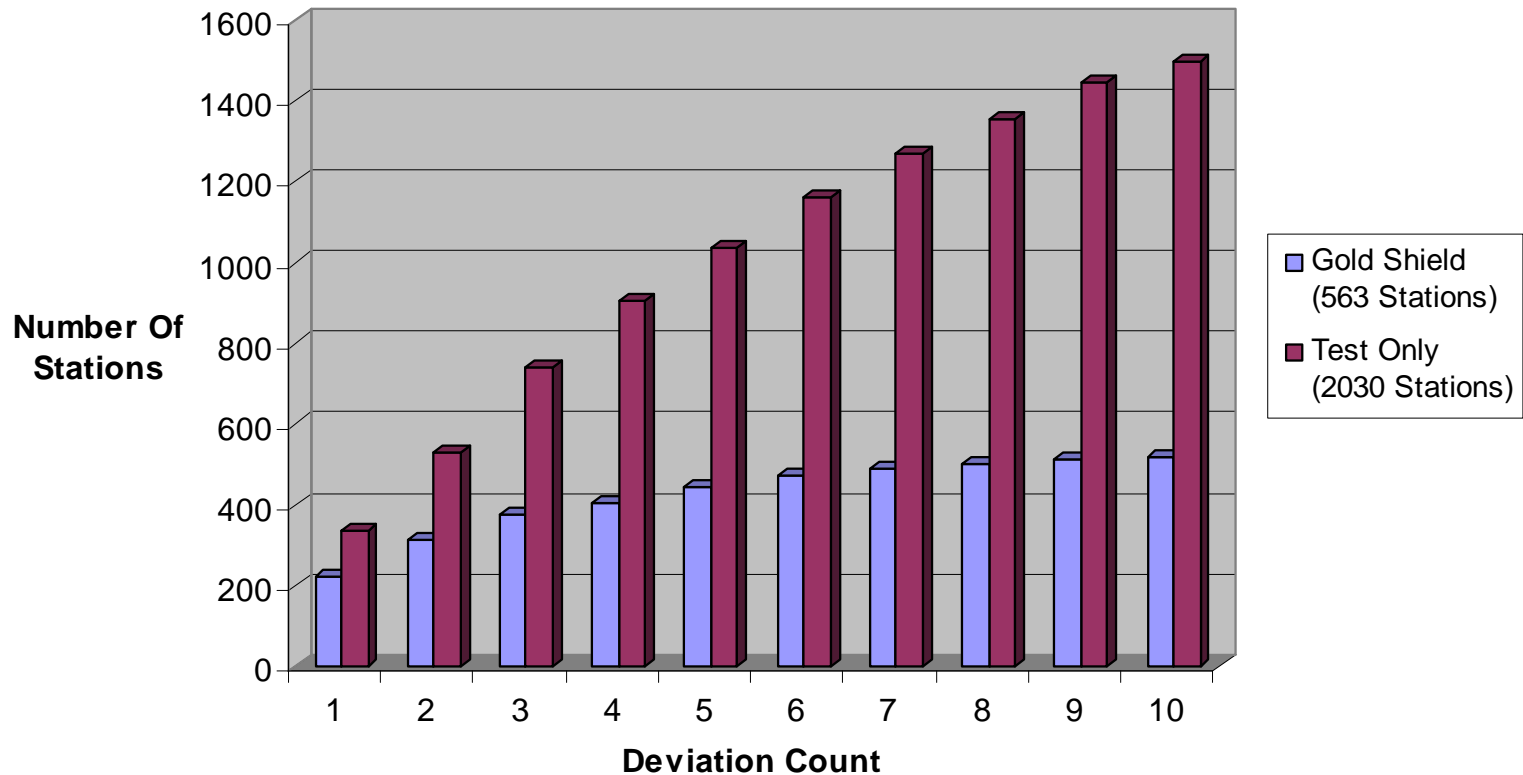
ASM Bypass*	TSI performed when an ASM is required.
Gearshift	Vehicle fails for emissions, then passes at the same station with the RPM elevated.
No OBD II Test*	Not performing OBD II functional test when it is required.
No Fuel Cap Test*	Not performing fuel cap test when it is required.
No Evap Test*	Not performing fuel evap test when it is required.
No Timing Test*	Not performing timing test when it is required.
	* At least 95% of equivalent vehicles received the applicable test.

# Differences Between Test-Only and Gold-Shield Standards

- Test-Only standards are the same as Gold Shield, except for repair criteria.
- Unlike Gold Shield, no certification program in statute for Test-Only stations.

# Stations Meeting Test Deviation Criteria

Quarter 3 - 2008



# **Station and Technician Achievement Rating**

Evaluating Station and Technician  
Performance in California's Smog  
Check Program

# “STAR” Overview

- Measures the performance of each station and technician over time.
- Identifies stations and technicians that engage in a wide range of behaviors.
- Evaluates station and technician performance by comparing subsequent pass/fail rates over a large sample of vehicles.
- Relates vehicle performance in the current cycle to the performance of the station or technician who last certified the vehicle.

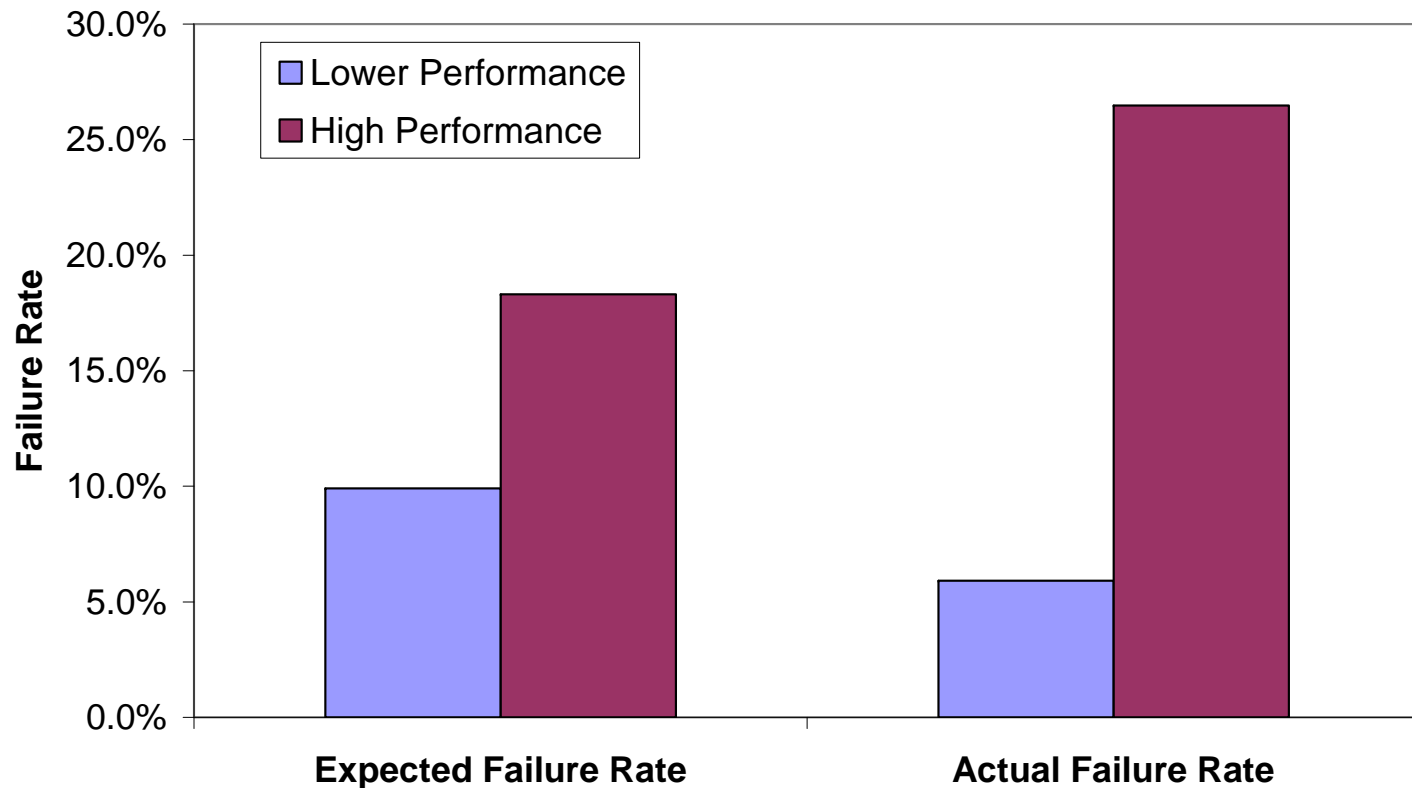
# **“STAR” Evaluates Vehicle Failure Rates in Subsequent Cycles**

- Stations and technicians that perform proper inspections do not certify vehicles that should fail.

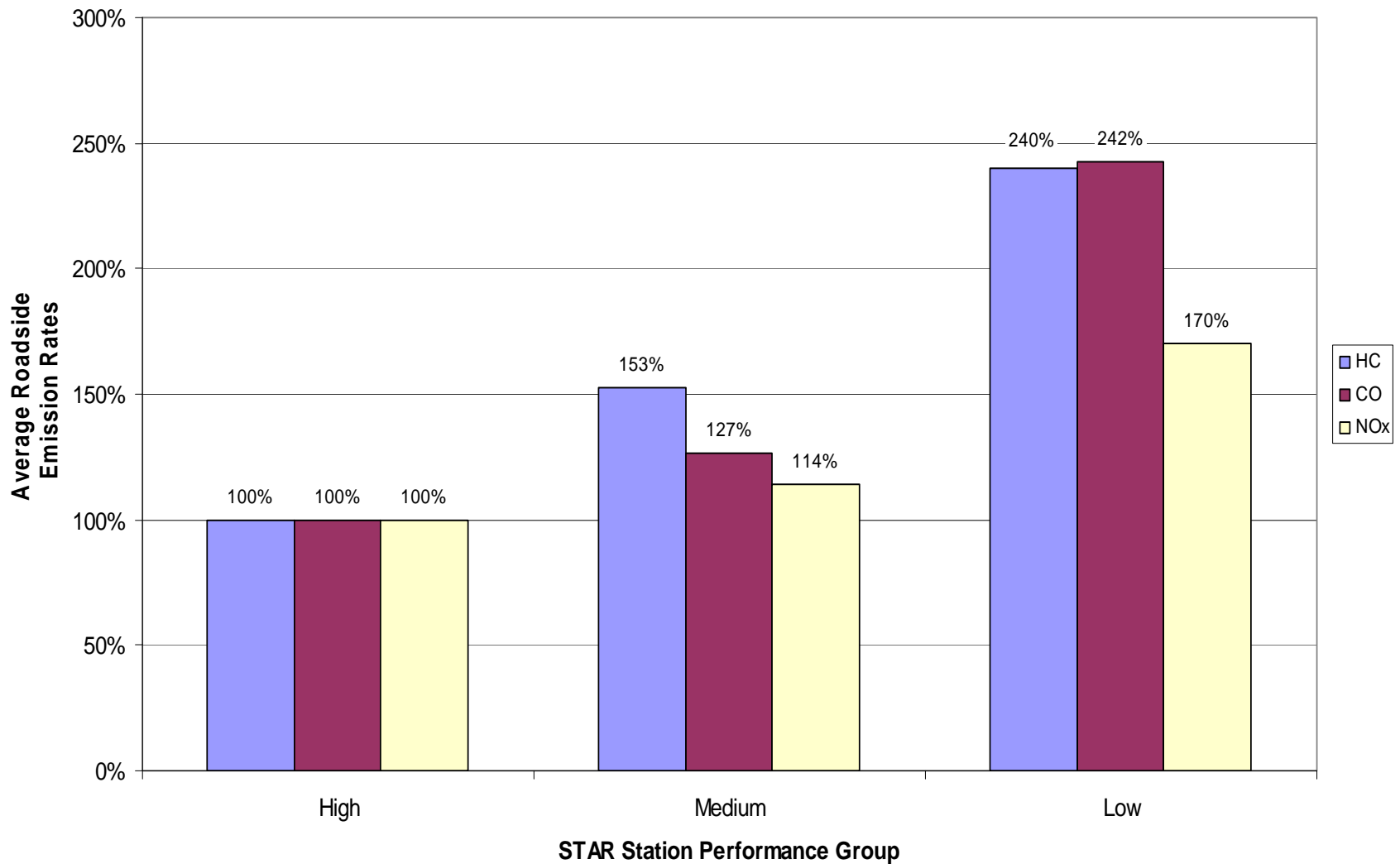
**Higher Performance → Lower Subsequent Failure Rate**

**Lower Performance → Higher Subsequent Failure Rate**

# “STAR” Corrects for Vehicle Age and Other Characteristics

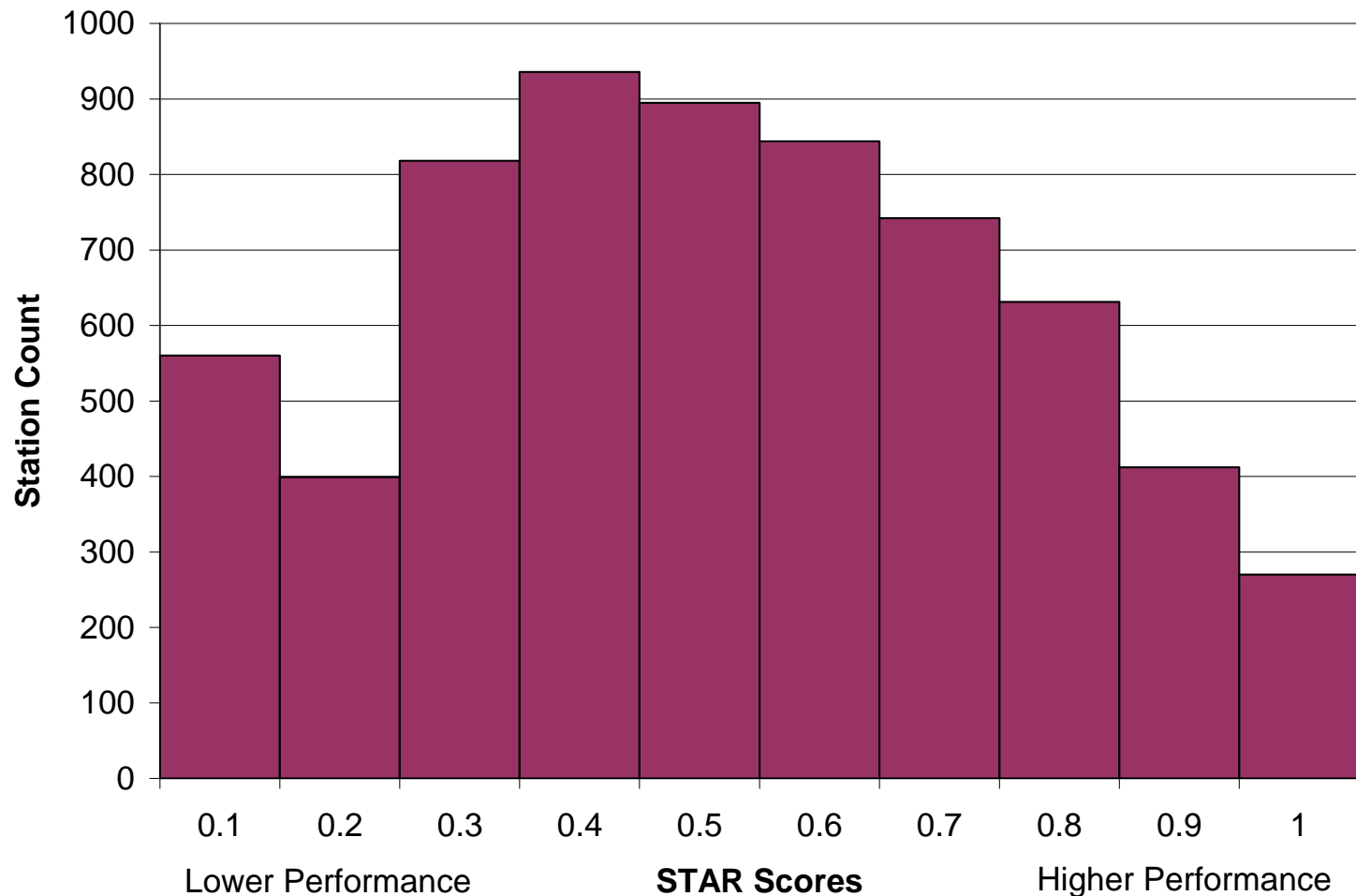


# “STAR” Emission Rates by Station Type

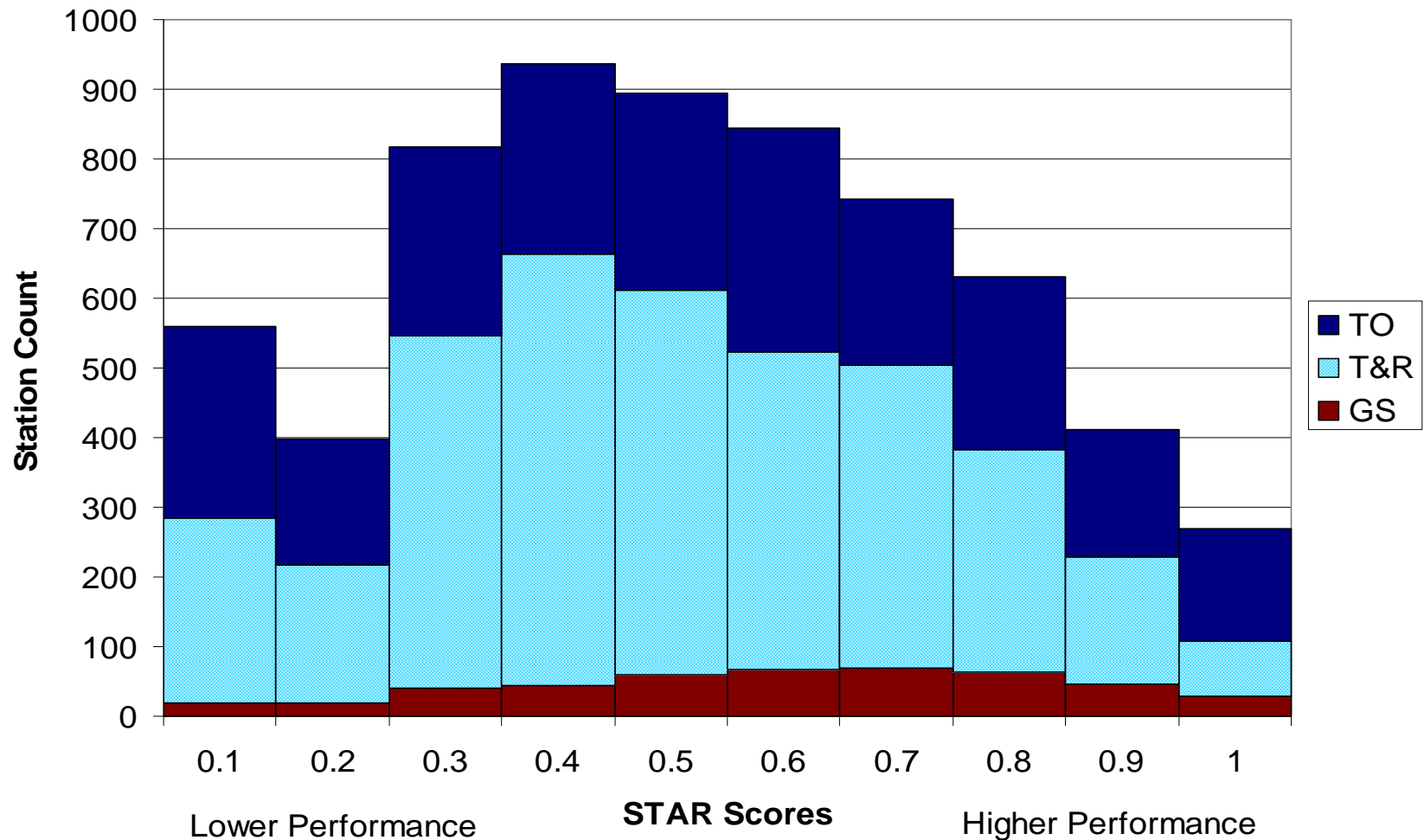




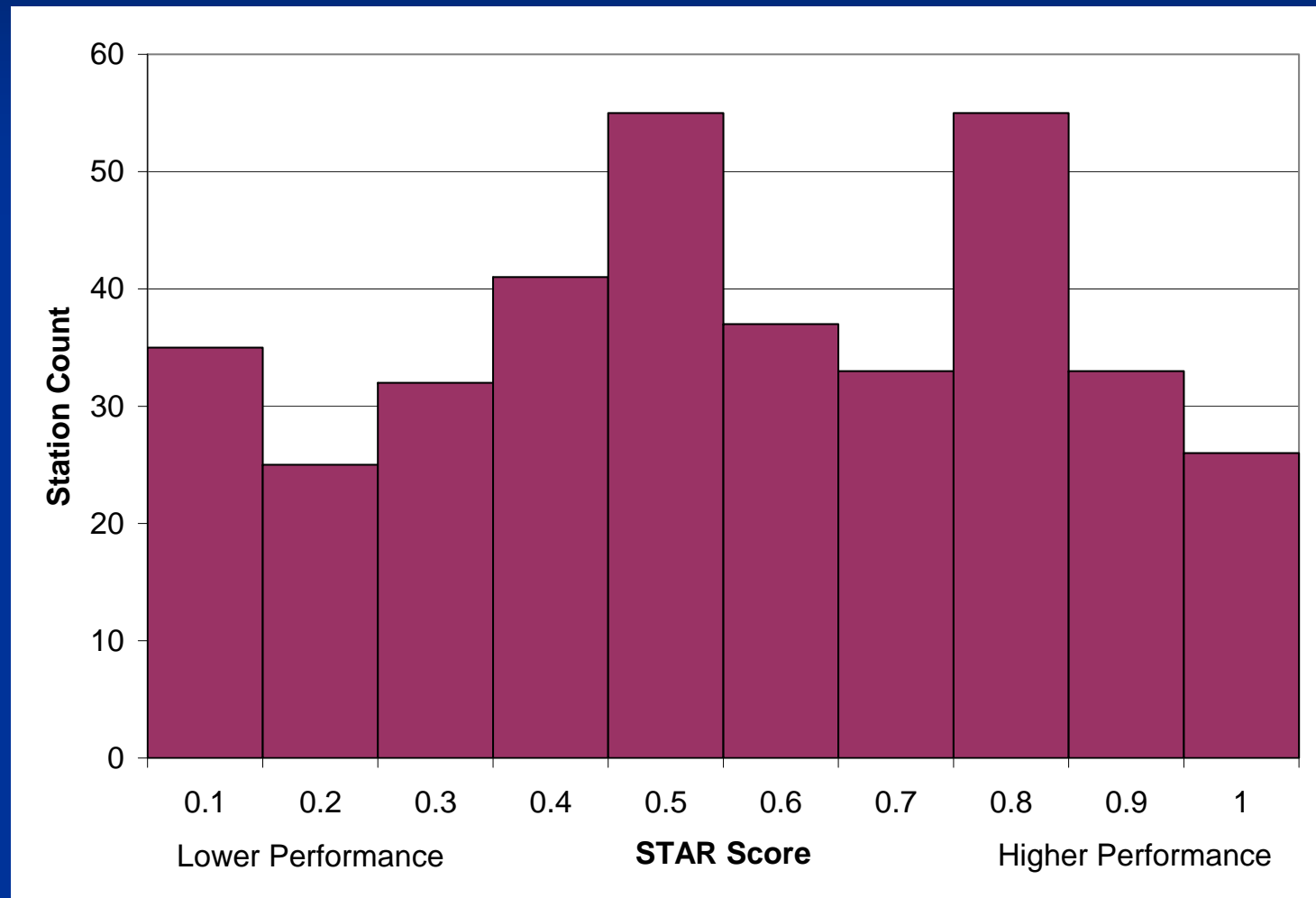
# “STAR” Distribution Statewide



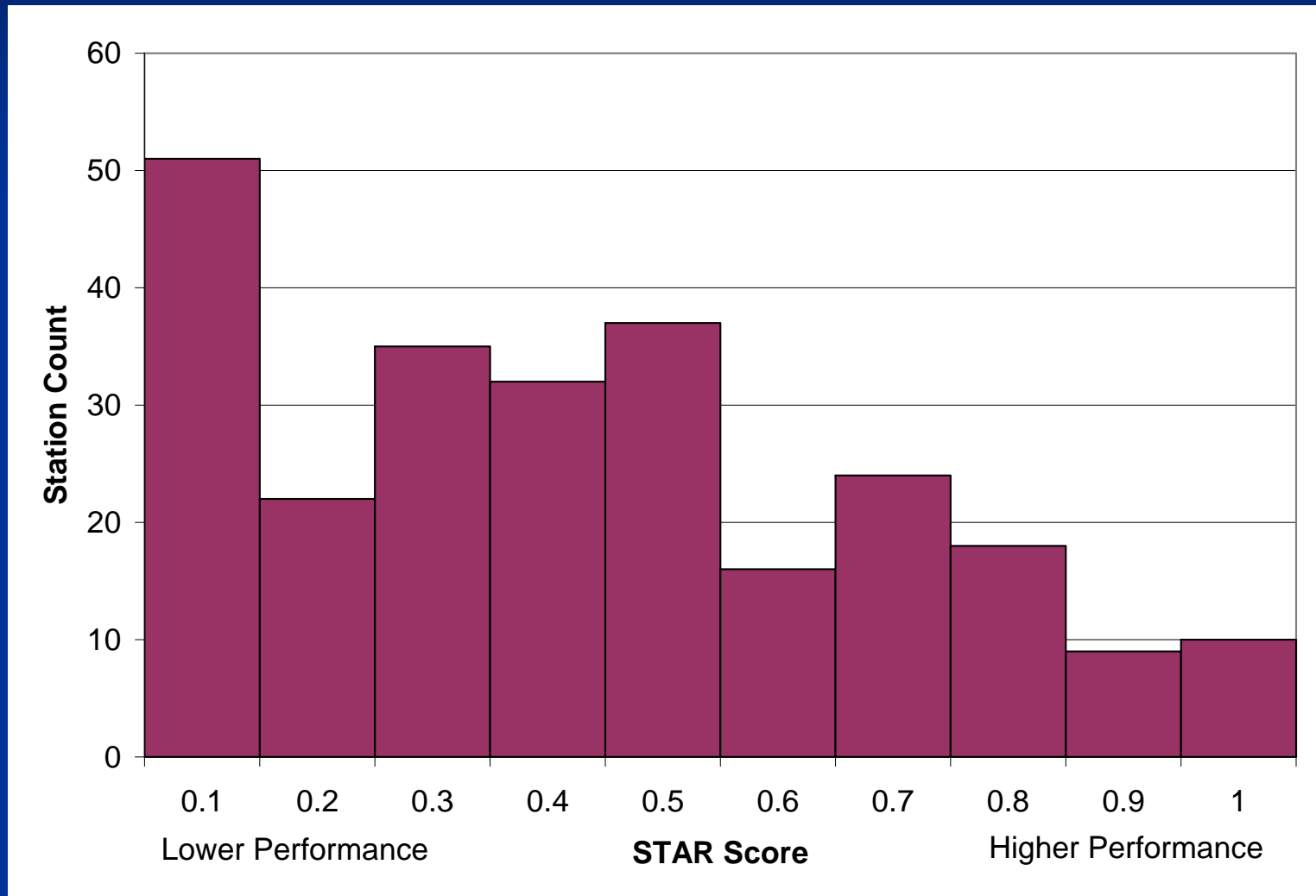
# “STAR” Distribution Statewide by Station Type (6507 Shown)



# “STAR” Distribution San Diego County



# “STAR” Distribution City of Los Angeles



# Behaviors That Negatively Impact “STAR” Score

- Clean piping
- Over-conditioning
- Clean scanning (OBDII)
- Code clearing
- Gear shifting
- Not identifying visual failures
- Not identifying functional failures
- Adjusting timing to get vehicles to pass the emissions test
- Entering incorrect vehicle parameters into EIS

# Implementation Timeline

- Develop draft regulations - April 2009
- Workshop on proposed regulations - May 2009
- Begin 45 day public comment period on proposed regulations - June 2009
- Regulatory hearing - October 2009
- Implementation begins - March 2010

# BAR Contact Information

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# Open Discussion

- Questions
- Comments
- Suggestions